

LOCKHEED AIRCRAFT CORPORATION		ENGINEERING STUDY <input type="checkbox"/>		LAC -148						
		CHANGE PROPOSAL <input checked="" type="checkbox"/>								
DATE 24 JANUARY 1963		AFFECTS : WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT MACH AMPLIFIER		PART OR LOWEST SUBASSEMBLY 1423 B		PART NO. & MODEL OR TYPE						
TITLE OF PROPOSAL : DUAL MACH AMPLIFIER										
NATURE OF PROPOSAL : SEE PAGE 2										
REASON FOR PROPOSAL : SEE PAGE 2										
ES	ESTIMATED COST AND TIME INVOLVED :									
	ADDITIONAL FUNDING REQUIRED :									
CP	ESTIMATED COST FOR KITS OR PARTS : SEE PAGE 3									
	ADDITIONAL FUNDING REQUIRED : NONE - (SP-1922 & SP-1923)									
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input type="checkbox"/>	OPERATING PROCEDURE <input checked="" type="checkbox"/>	INTER- CHANGE- ABILITY <input checked="" type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTEN- ANCE PROCEDURE <input checked="" type="checkbox"/>	SERVICE LIFE <input checked="" type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTEN- ANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD 8										
SOURCE OF PARTS FOR KIT LAC				AVAILABILITY _____ WEEKS AFTER APPROVAL SEE PAGE 3						
DISPOSITION OF SPARES AFFECTED RETURN FOR REWORK										
INITIATED BY : LAC				APPROVED : WSPO						

NATURE OF PROPOSAL:

1. The unused VOR/LOC channel of the existing MACH AMPLIFIER will be modified to provide an additional amplifier. This modification will not affect the physical dimensions of the amplifier, but will provide two (2) Mach Amplifier channels within the existing amplifier, operating independently of each other. The amplifier will be re-identified after modification is accomplished by equipment manufacturer.
2. ON-OFF control will be provided as per the existing installation except that either an additional push button illuminated "ON" switch or a dual illuminated "ON" switch will be provided. The existing "OFF" switch will control both units. All switches will be located on the right side instrument panel.
3. The modified Mach Amplifier can be installed in an un-modified airplane.
4. Program will utilize existing 1423B Mach Amplifiers (GFE) - to be accomplished by Depot rework order request.
5. Prepare and issue a Service Bulletin.

REASON FOR PROPOSAL:

Many missions cannot be completed using the "Mach Hold" functions of the autopilot due to the high failure rate of the 1423B Mach Amplifier. This modification will decidedly increase the system reliability by providing a back up for one of the highest failure rate items in the autopilot system. Maintenance problems will be simplified as the added amplifier channel will provide a means of comparison at the time the failure is noted. It should be noted that Mach Amplifier components with high failure rates will be replaced with improved parts as part of normal product improvements.

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